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VOL. XIII. NO. 31

LOUISA, LAWRENCE COUNTY, KENTUCKY, APR. 1, 1898

M. F. CONLEY, Publisher

Spanish Treachery Destroyed the Maine. No Doubt Now Left in the Minds of the People of the United States on This Point.

THAT REPORT.

Inquiry Board Findings Made Public.

The Verdict Sent to Congress With McKinley's Message.

It Was a Submarine Mine That Destroyed the Maine and Sailors.

The Court of Inquiry is Unable to Fix the Blame on Any Person.

Copy of the Report Also Sent to Madrid. The President in His Message Here He Took This Report With Him as a Guide Both Satisfactory and Fearful.

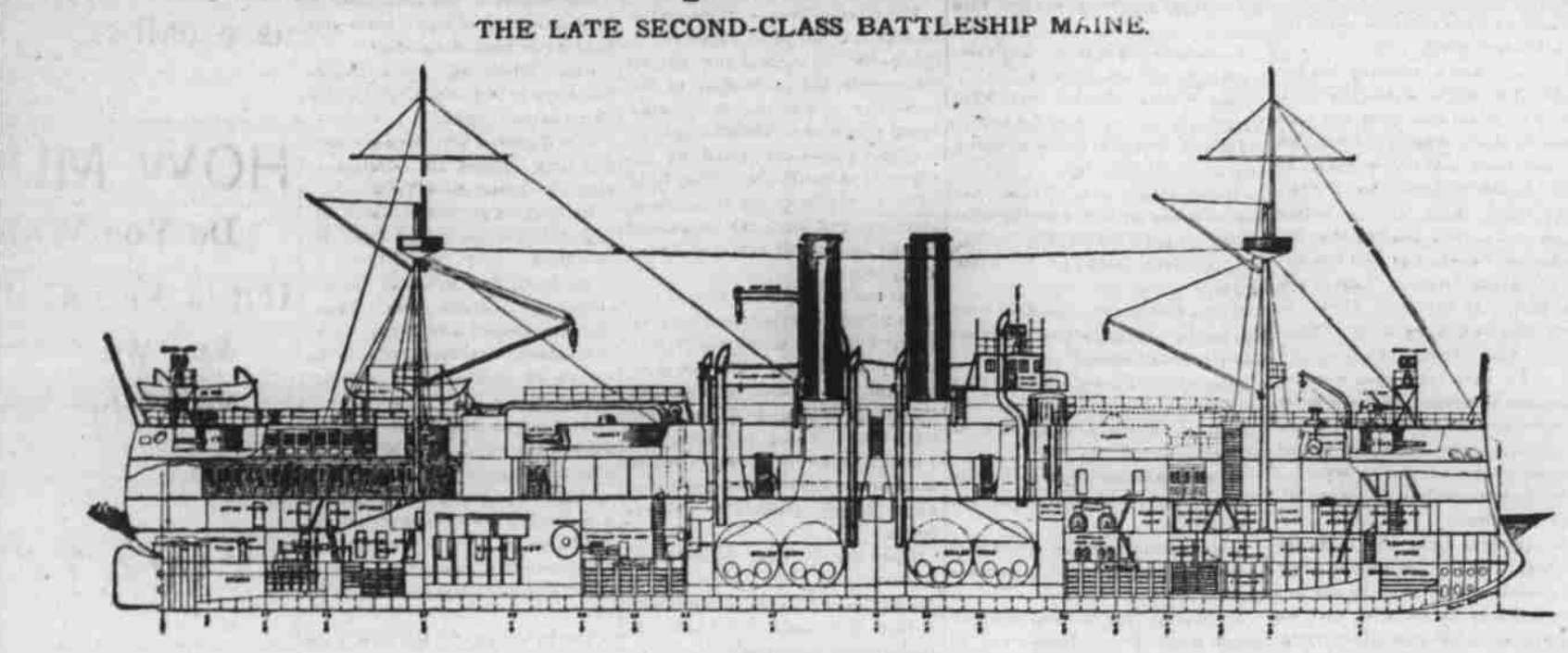
WASHINGTON, March 28.—The president Monday sent the following message to congress:

To the Congress of the United States: For some time prior to the visit of the Maine to Havana harbor our consular representatives pointed out the advantages to flow from the visit of national ships to the Cuban waters, in sustaining the people to the presence of our flag as the symbol of good will and of our ships in the fulfillment of the mission of protection to American interests, even though no immediate need therefore might exist.

Accordingly on the 24th of January last after conference with the Spanish minister, in which the renewal of visits of our war vessels to Spanish waters was discussed and accepted, the consular authorities at Madrid and Havana were advised of the purpose of this government to resume friendly naval visits at Cuban ports, and that in that view the Maine would forthwith sail at the port of Havana. This announcement was received by the Spanish government with appreciation of the friendly character of the visit of the Maine and with satisfaction of intention to return the courtesy by sending Spanish ships to the principal ports of the United States. Meanwhile the Maine entered the port of Havana on the 25th of January, her arrival being marked with no special incident besides the exchange of customary salutes and ceremonial visits.

The Maine continued in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay; on the contrary, a feeling of relief and contentment followed the resumption of the long interrupted friendly intercourse. No noticeable was this immediate effect of her visit that the consular general strongly urged that the presence of our ships in Cuban waters should be kept up by retaining the Maine at Havana, or in the event of her recall, by sending another vessel there to take her place.

At 9 minutes past nine in the evening of the 15th of February the Maine was destroyed by an explosion, by which the entire forward part of the ship was utterly wrecked. In this catastrophe two officers and 264 of her crew perished, those who were not killed outright by the explosion being hurled down by the force of the explosion and drowned by the immediate sinking of the hull. Prompt assistance was rendered by the neighboring vessels anchored in the harbor, aid being especially given by the boats of the Spanish cruiser Alfonso XII and the Ward line steamer City of Washington, which lay not far distant. The wounded were carefully cared for by the authorities at Havana, the hospital being hastily opened to them, while the earliest recovered bodies of the dead were interred by the military in a public cemetery in the city. The loss of the Maine was a national calamity, which in a brief time had become a national grief, which in a brief time had become a national grief, which in a brief time had become a national grief.



PROFILE VIEW.

Scale 1-32 inch to one foot.

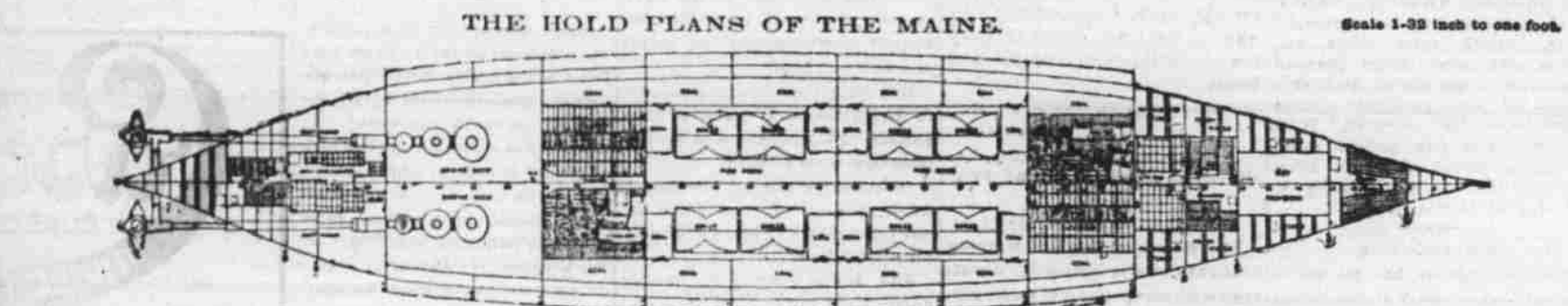
reasons of reason and to the resolve to investigate the facts and await material proof before forming a judgment as to the cause, the responsibility and, if the facts warranted, the remedy due. This course necessarily recommended itself from the outset to the executive for only in the light of a dispassionately ascertained certainty could it determine the nature and measure of its full duty in the matter.

The usual procedure was followed, as in all cases of casualty or disaster to national vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duty imposed upon them. Added by a strong force of wreckers and divers, the court proceeded to make a thorough investigation on the spot, employing every available means for the impartial and exact determination of the causes of explosion. Its operations have been conducted with the utmost deliberation and judgment, and while independently pursued, no source of information was neglected, and the fullest opportunity was allowed for a simultaneous investigation by the Spanish authorities.

The findings of the court of inquiry was reached after 21 days of continuous labor, on the 21st of March, in condition a very few minutes after the explosion. The forward part was completely demolished. Upon the evidence of concurrent external cause the finding of the court is as follows: "At frame 17 the outer shell of the ship, from a point eleven and one-half feet from the middle line of the ship and six feet above the keel when in its normal position, has been forced up so as to be now about four feet above the surface of the water, therefore about thirty-four feet above where it would be had the ship sunk unharmed. The outside bottom plating is bent into a reverse V shape, the after wing of which, about fifteen feet broad and twenty-two feet in length from frame 17 to frame 25 is doubled back upon itself against the continuation of the same plating extending forward.

"At frame 18 the vertical keel is bent into an angle similar to the angle formed by the outside bottom plating. The break is now about six feet below the surface of the water and about 20 feet above its normal position. In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship, at about frame 18 and somewhat on the port side of the ship."

Havana, Cuba, on the twenty-fifth day of January, Eighteen Hundred and Ninety-Eight, and was taken to buoy No. 4, in from five and a half to six fathoms of water, by the regular government pilot. The United States consul general at Havana had notified the authorities at that place, the previous evening, of the intended arrival of the Maine. The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out. All ammunition was stored in accordance with prescribed instructions, and proper care was taken with which ammunition was handled. Nothing was stored in any one of the magazines or shell rooms which was not permitted to be stored there. The magazines and shell rooms were always locked after having been entered, and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at 8 p. m. The temperature of the magazines and shell rooms were taken daily and reported. The only magazine which had an undue amount of heat was the after ten-inch magazine, and that did not explode at the time the Maine was destroyed. The torpedo warheads were all stored in the after part of the ship under the ward room, and neither caused nor participated in the destruction of the Maine. The dry gun cotton primers and detonators were stored in the cabin aft, and remote from the scene of the explosion. No dangerous stores of any kind were stored below in any of the other store rooms. The coal bunkers were inspected daily. Of those bunkers adjacent to the forward magazines and shell rooms, four were empty, namely: "B 2, B 4, B 6, B 8." "A 10" had been in use that day, and "A 10" was full of New River coal. This coal had been carefully inspected before receiving it on board. The bunker in which it was stored was accessible on three sides at all times, and the fourth side at this time on account of bunkers



THE HOLD PLANS OF THE MAINE.

Scale 1-32 inch to one foot.

stant, and having been approved on the 2nd by the commander-in-chief of the United States naval force on the North Atlantic station, was transmitted to the executive. It is herewith laid before the congress together with the voluminous testimony taken before the court. Its purport is, in brief, as follows: When the Maine arrived at Havana she was conducted by the regular government pilot to buoy No. 4, to which she was moored in from five and one-half to six fathoms of water. The state of discipline on board and the condition of her magazines, boilers, coal bunkers and storage compartments are passed in review, with the conclusion that excellent order prevailed, and that no indication of any cause for an internal explosion existed in any quarter. At 8 o'clock in the evening of February 15th everything had been reported secure and all was quiet. At 40 minutes past 9 o'clock the vessel was suddenly destroyed. There were two distinct explosions, with a brief interval between them. The first lifted the forward part of the ship very perceptibly; the second, which was more open, prolonged and of greater volume, is attributed by the court to the partial explosion of two or more of the forward magazines. The evidence of the divers establishes that the intact part of the ship was practically intact and sank in that

The conclusions of the court are: That the loss of the Maine was not due in any respect to negligence on the part of any of the officers or members of her crew; That the ship was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of the forward magazines; That no evidence has been obtainable fixing the responsibility for the destruction of the Maine upon any person or persons. I have directed that the finding of the court of inquiry and the views of this government thereon be communicated to the government of the Spanish nation, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two governments. It will be the duty of the executive to advise the congress of the result, and in the meantime deliberate consideration is invited.

WILLIAM McKINLEY, EXECUTIVE MESSIAH, March 28, 1898. The following is the full text of the report of the court of inquiry: U. S. S. Iowa, 1st Rate, Key West, Fla., March 21, 1898. After full and mature consideration of all the testimony before the court finds as follows: 1. That the United States battleship Maine arrived in the harbor of

There were two explosions of a distinctly different character, within very short, but distinct, interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. CONCLUSION OF THE WRECK. The evidence bearing upon this being principally obtained from divers, did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that after the part of the ship was practically intact and sank in that condition in a very few minutes after the destruction of the forward part. The first explosion was more in the nature of a report, like that of a gun, while the second explosion was more open, prolonged and of greater volume. This second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine. The following facts in regard to the forward part of the ship are however established by the testimony. That portion of the port side of the protective deck, which extends from about frame 30 to about frame 41 was blown up, aft and over to the port. The main deck from about frame 30 to about frame 41 was blown up, aft and slightly over to starboard folding the forward part of the middle superstructure over and on top of the after part. This was in the opinion of the court, caused by the partial explosion of two

7. In the opinion of the court, the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines. 8. The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maine upon any person or persons. W. T. SAMSON, Captain U. S. N., President. A. MARIE, Lieut. Commander, U. S. N., Judge Advocate. The court, having finished the inquiry it was ordered to adjourn at 11 a. m. to await the action of the convening authorities. W. T. SAMSON, Captain U. S. N., President. A. MARIE, Lieut. Commander, U. S. N., Judge Advocate. U. S. FLAGSHIP NEW YORK, Off Key West, Fla., March 21, 1898. The proceedings and findings of the court of inquiry in the above case are approved. M. SICARD, Rear Admiral, Commander-in-Chief of the U. S. naval force on the North Atlantic station. Noted Supplies Directed. TAMPA, Fla., March 22.—A letter has been received from a United States consul alleging that tons of food have been issued to the governor of Matanzas that have never been given to the concentration.

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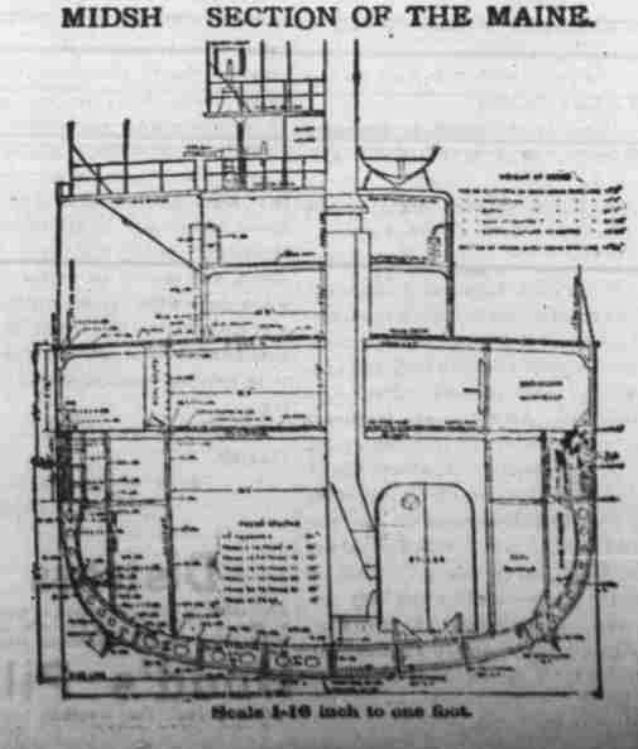
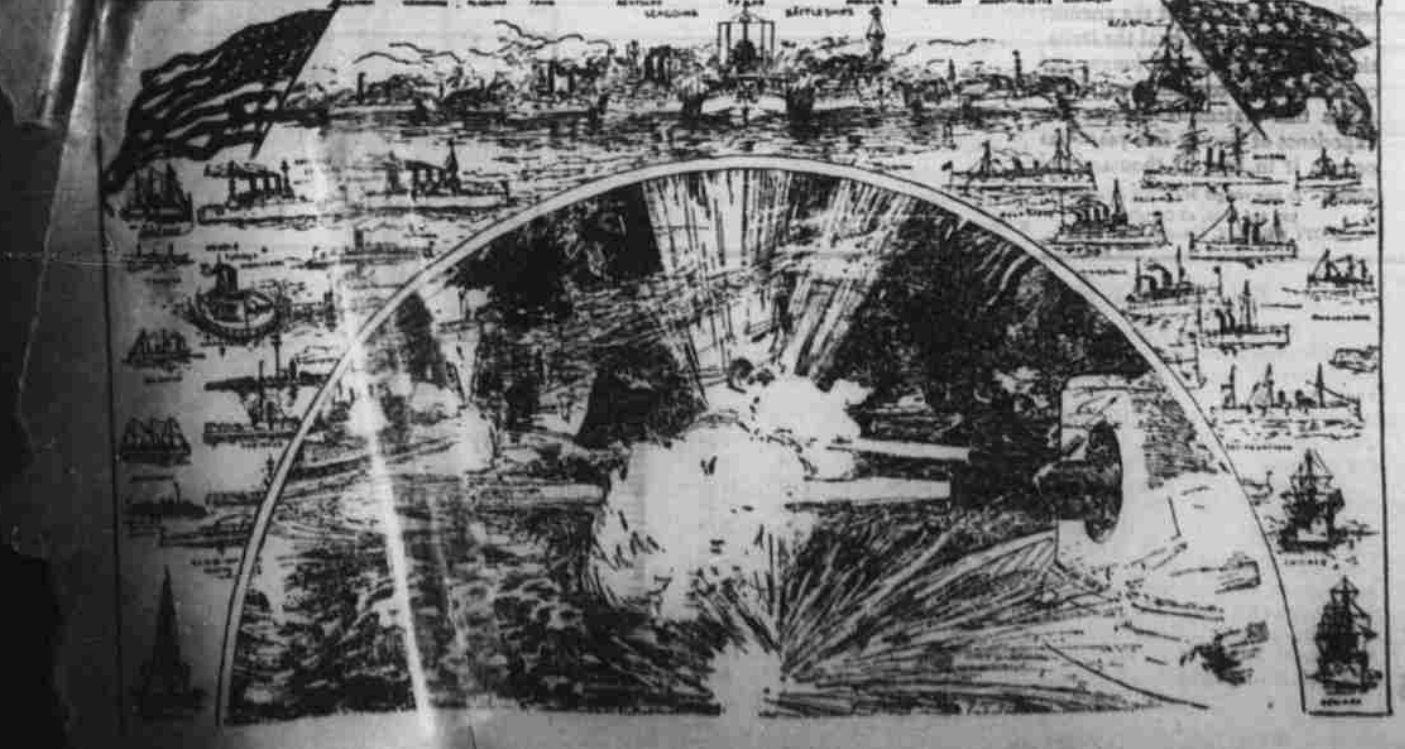
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